

## **FISCAL NOTE SR 35**

May 9, 2005

**SUMMARY OF BILL:** States the General Assembly's support for the development of a new high speed East-West corridor connecting Nashville to Knoxville through Fentress and Morgan counties and requests that an Environmental Impact Assessment for the rail re-connection between Monterey, Clarkrange, and Lansing be performed by the Tennessee Department of Transportation.

### **ESTIMATED FISCAL IMPACT:**

#### **Increase State Expenditures – Not Significant**

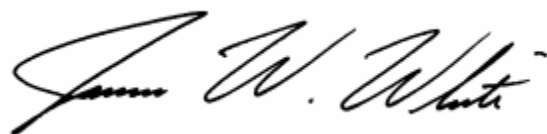
**Other Fiscal Impact - To the extent an environmental study is conducted, state expenditures would increase one-time by approximately \$120,000 for hiring a consultant to complete the study. To the extent a high-speed rail line is constructed between Nashville and Knoxville as proposed in this resolution, state expenditures are estimated to increase by an amount estimated to exceed \$100,000,000.**

#### Assumptions:

- Since this resolution supports but does not mandate the development of a new high-speed rail line between Nashville and Knoxville and simply requests an environmental study be conducted on such a project, the cost of this resolution is estimated to be not significant.
- To the extent an environmental study is conducted, state expenditures would increase by approximately \$120,000 one-time for hiring a consultant to complete the study.
- This study could not be performed by existing TDOT personnel.
- To the extent a high-speed rail line is constructed between Nashville and Knoxville as proposed in this resolution, state expenditures are estimated to increase in excess of \$100,000,000.

### **CERTIFICATION:**

This is to duly certify that the information contained herein is true and correct to the best of my knowledge.



James W. White, Executive Director